

Summary of Tysons Corner Land Use Task Force Meeting  
April 17, 2006 7:00 PM  
Fairfax Chamber of Commerce, 8230 Old Courthouse Road  
(Note: Underlined reference will be web links to handout material)

- I. Call to Order: James Scott introduced himself as the interim Chairman of the Tysons Land Use Task Force.
- II. March 13, 2006 Meeting Summary: In reviewing the summary, there was a concern about the wording in Item II, Number 5. This concern was resolved by revising the statement to be as follows, “On the last guiding planning principle, the Task Force discussed retention of housing.”
- III. Existing Residential Developments School Enrollment: DPZ staff presented a table prepared by Fairfax County Public School staff that provided information on current student enrollment at elementary, middle and high schools for each multifamily development in Tysons. The enrollment information showed that the multifamily developments within Tysons have notably fewer public school students per dwelling unit than the rest of the County. In Tysons, the enrollment rate is 0.90 students per dwelling unit; the countywide ratios for garden apartments and mid/high rise units are 0.277 and 0.102 respectively.
- IV. Grid of Streets and Pedestrian Network: DPZ staff presented two connectivity concept maps: a draft pedestrian system concept and a draft street grid concept. The maps help show that any future street grid or pedestrian system will encounter impediments or obstacles, which include:  
1) man-made barriers such as the Capital Beltway and the Dulles Airport Access Road, 2) the preservation of residential development such as the Rotonda and the Regency/Encore, and 3) topography. [See the handouts for the Draft Pedestrian Concept and the Draft Street Grid Concept.](#)

During the discussion about these concepts, the Task Force requested DPZ staff to revise the draft street grid map to differentiate existing roads from planned roads and additional new roads. In addition, the Task Force requested DPZ staff to provide other street grids that have been recently proposed, such as the street grid concept presented at a 2005 American Institute of Architects (AIA) Conference and street grids shown in 2004 Area Plan Review (APR) nominations.

- V. Current Plan’s Height Concept: DPZ staff presented three draft maps that show existing building heights (built), current base Plan building heights, and current Plan with the transit building height bonus (a 30% increase in height within 1600 ft of the stations). The Plan’s height concept provides transitions in heights from the core of Tysons to the edges. The Plan’s highest height is in the Tysons core, which is 270 ft (~350 ft with the transit bonus height,) and the lowest height areas are along the edges of Tysons where buildings are usually limited to about 35 to 40 feet. DPZ staff mentioned that outside the Tysons transitional areas, the current Plan often provides substantial height flexibility. An example shown was in Westpark where 14 story residential buildings have been approved between Westpark Drive and Jones Branch Drive. Areas where the Plan may lack enough height flexibility are around the non-core station areas. See the handouts, which include: 1) [Tysons Corner Existing Heights \(Built\)](#), 2) [Tysons Corner Current Base Plan Building Heights](#), 3) [Tysons Corner Current Plan Transit Related Building Heights \(30% percent bonus height\)](#), and 4) [Illustration of a Westpark High-rise development](#).

During the discussion about building height concepts, several Task Force members identified the need for additional height areas not in proximity to stations. DPZ staff indicated that increasing heights does not always encourage an urban environment; many transit oriented developments

highlighted in presentations to the Task Force showed urban environments with 5 to 10 story buildings.

Since building height is a key element in shaping Tysons into an urban environment, the Task Force requested 3D visuals. DPZ staff will look into having consultants provide 3D visuals or 3D modelling.

- VI. Discussion of Guiding Planning Principles: During the discussion about height concepts, the Task Force also talked about some of the draft guiding planning principles, which include:  
1) maintaining the boundary of Tysons, 2) protecting surrounding neighborhoods, 3) focusing development around rail stations, 4) improving pedestrian connectivity, and 5) creating an urban environment. Due to a wide range of issues addressed during the discussion, DPZ staff clarified that the planning principles are to be used as parameters for formulating development concepts for analysis. The Task Force mentioned that the planning principles need to be simplified. James Scott asked the Task Force to review the Revised Draft Document for the Formulation of Guiding Planning Principles for Consensus Concepts and appointed Doug Koelemay to collect and organize the input over the next two weeks.
- VII. Unstructured Thinking: An announcement was made that the Task Force Meeting Schedule will be reassessed and alternative approaches to complete the study will be considered. DPZ staff will provide some alternate approaches to start a discussion at the next meeting. Some members of the Task Force requested the need for additional consultant services, such as a workshop conducted by the Urban Land Institute (ULI). Other members suggested the creation of an Action Plan or a checklist of what needs to be accomplished as well as a list of what will work or not work to make Tysons an urban place. DPZ staff will provide outlines of alternative approaches and look into the possibility of including additional consultant services.
- VIII. Next Meeting: The meeting on April 24, 2006 was canceled. The next meeting is scheduled for May 8, 2006, 7 PM., Fairfax County Chamber of Commerce, 8230 Old Courthouse Road. The focus of this meeting will be to continue discussions on the guiding planning principles, a revised work plan and alternative street grid concepts.
- IX. Adjourn (Meeting adjourned 9:30 PM)